

LPC

United States Department of the Interior
Heritage Conservation and Recreation Service

**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For HCRS use only

received

date entered

1. Name

historic Railway Exchange Building

and/or common Santa Fe Building

2. Location

street & number 80 East Jackson Boulevard; 224 South Michigan Avenue — not for publication

city, town Chicago — vicinity of congressional district 7th

state Illinois code 012 county Cook code 031

3. Classification

| Category | Ownership | Status | Present Use |
|---|---|---|--|
| <input type="checkbox"/> district | <input type="checkbox"/> public | <input checked="" type="checkbox"/> occupied | <input type="checkbox"/> agriculture |
| <input checked="" type="checkbox"/> building(s) | <input checked="" type="checkbox"/> private | <input type="checkbox"/> unoccupied | <input checked="" type="checkbox"/> commercial |
| <input type="checkbox"/> structure | <input type="checkbox"/> both | <input type="checkbox"/> work in progress | <input type="checkbox"/> educational |
| <input type="checkbox"/> site | Public Acquisition | Accessible | <input type="checkbox"/> entertainment |
| <input type="checkbox"/> object | <input type="checkbox"/> in process | <input type="checkbox"/> yes: restricted | <input type="checkbox"/> government |
| | <input type="checkbox"/> being considered | <input checked="" type="checkbox"/> yes: unrestricted | <input type="checkbox"/> industrial |
| | | <input type="checkbox"/> no | <input type="checkbox"/> military |
| | | | <input type="checkbox"/> museum |
| | | | <input type="checkbox"/> park |
| | | | <input type="checkbox"/> private residence |
| | | | <input type="checkbox"/> religious |
| | | | <input type="checkbox"/> scientific |
| | | | <input type="checkbox"/> transportation |
| | | | <input type="checkbox"/> other: |

4. Owner of Property

name Standard Office Building Corporation

street & number 224 South Michigan Avenue

city, town Chicago — vicinity of state Illinois

5. Location of Legal Description

courthouse, registry of deeds, etc. Cook County Recorder of Deeds

street & number 118 North Clark

city, town Chicago — vicinity of state Illinois

6. Representation in Existing Surveys

title Illinois Historic Structures Survey has this property been determined eligible? yes no

date October, 1972 — federal state — county — local

depository for survey records Department of Conservation, Division of Historic Sites

city, town Springfield — vicinity of state Illinois

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date _____

Describe the present and original (if known) physical appearance

The Railway Exchange is a seventeen story structure faced in ornamented white glazed terra cotta. The square building has a central light court plan. Michigan and Jackson Avenue facades are identical except for different entrance locations and ground floor alterations. They are divided in the base-shaft-entablature progression typical of late nineteenth and early twentieth century skyscrapers. The facades and lobby are in excellent condition despite some alterations and the integrity of the original plan and finish is maintained.

Each eleven-bay facade is 171 feet. The steel frame is supported on 52 hardpan caissons carried to a depth of approximately 90 feet.¹ Exterior finish is white glazed terra cotta on south (Jackson Boulevard) and east (Michigan Avenue) facades; white enamel brick on west (alley) elevation; red brick laid in common bond on north elevation; and white enamel brick with terra cotta sills and lintels on interior light court.

The south (Jackson Boulevard) entrance is in the central bay; that on the east (Michigan Avenue) facade is in the second bay from the north. A two-story arch set between two pilasters surrounds each doorway, ornamented with a wide torus molding decorated with laurel and oak. In the abutments are round medallions surrounded by foliated ornament containing the date A.D. 1903. A spandrel at the springing line of the arch, supported by ornamental brackets, contains the words RAILWAY EXCHANGE surrounded by a greek fret band. This is obscured by neon "Santa Fe" signs on both entrances, although the original letters are visible on the South entrance. Three-part windows fill the arch above the spandrel.

At the east (Michigan Avenue) entrance, the arch soffit is ornamented with shields and foliate motifs continuing to the ground level. Inside the entry are wood and glass shop windows which may be original. Terra cotta with a simple beaded molding surrounds the windows and doors. On the south (Jackson Boulevard) elevation, the entire first story of the entrance is obscured by black marble veneer. Both south and east doors have been replaced with aluminum and glass revolving doors.

Store fronts in all but the four southernmost bays of the east (Michigan Avenue) elevation are surrounded by delicate brass moldings, and have black marble bases, which were probably added. The Charles Wilt Luggage Company, which occupies three store windows, has an elegant storefront. This

(see continuation sheets)

United States Department of the Interior
Heritage Conservation and Recreation Service

**National Register of Historic Places
Inventory—Nomination Form**

For HCRS use only

received

date entered

Continuation sheet

Item number 7

Page 1

entry way has rounded windows and an elaborate brass revolving door forming an octagonal vestibule. The letters WILT are inset in a stylized logo on the marble floor of this entry.

The southeast corner store fronts have been altered. Storefronts on the south (Jackson Boulevard) facade are entirely altered, replaced with aluminum and glass. All original finish has been removed from the ground floor of this elevation.

Two story piers support a second floor entablature which terminates the "base" of the structure. Two double-hung sash windows completely fill each bay of the second story. The third through thirteenth floors comprise the "shaft". The third and thirteenth floor bays are flat with two double-hung sash windows between simple terra cotta surrounds. The fourth through twelfth floor openings alternate flat with 2 foot projecting bays. Flat bays maintain the pattern of the third floor. Projecting bays contain three slightly narrower double-hung sash. Fret bands mark the base and top of this section. Spandrels with simple fret bands separate the stories.

The "entablature" section of the structure extends from the 14th to 17th floors. Floor to ceiling heights on 14 and 16 are slightly greater than the other stories. Three story columns run between the openings between the 14th and 16th floors, and pilasters terminating in a small entablature divide the bays. The 17th floor forms a decorative freize which is punctuated by circular openings.² Winged female figures, apparently representing Pomona, stand between each bay. The ionic dentilled cornice is surmounted by antefixae. At the northeast corner of the roof, a two-bay penthouse overlooks Michigan Avenue. The east portion that is visible from the street was added circa 1906. A large intrusive neon sign for Santa Fe tops the center of the east (Michigan Avenue) elevation.

Interior

The Railway Exchange is almost square with an interior light court that is approximately 60' x 70' to the 15th floor and approximately 86' x 96' above. A second floor skylight encloses the court to form a two story lobby.

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

For HCRS use only

received

date entered

Continuation sheet

Item number 7

Page 2

The Central lobby is finished entirely in ornamental white glazed terra cotta with plaster ceilings. The skylight, originally glazed to provide dramatic lighting, has been tarred over. Gray marble surrounding the elevator on the north wall, new elevator doors, and a currency exchange built under the stair case across from the elevators are intrusive alterations. Original marble floors, which were white with a black geometric design, have been replaced by tan marble. A central white terra cotta fountain, which has appropriate ornament but is of inappropriate scale, was added, probably in the first decades of the century. One interior shopfront has been altered by an applied Colonial doorway and the southeast corner storefront has been altered with a gray marble and steel entry. Except for these alterations, the original lobby finish is intact.

The south (Jackson Boulevard) entrance vestibule provides a central entrance to the lobby. On either side of the vestibule are elaborately ornamented terra cotta bas relief panels with figures apparently of art, science and industry. The central figure stands on a pedestal bearing the inscription "CIVILIZATION" on the left side of the entry and "PROGRESS" on the right side. Below the bas relief is metal grillwork (probably brass) which has been painted white. The original ceiling fixture in the vestibule is a semi-circular glass globe ornamented with delicate brass trims. The east (Michigan Avenue) vestibule is identical to the south. Just past the bas relief at this entrance gray marble is applied to both walls, marking the modernized elevator corridor which stands in sharp contrast to the original terra cotta piers visible at the northern entry to the central court.

The lobby is two stories with a balustraded mezzanine. Three wide bays on north and south sides and five narrower bays on east and west sides are divided by two story square terra cotta piers which support the elaborate plaster ~~and~~ entablature surrounding the skylight. The marble stair faces the central south (Jackson Boulevard) entrance. All bays contain wood and glass shop fronts which appear to be original, except for the bays on either side of the stair. These are open, supported by terra cotta Greek doric columns, and connect the court to the north elevator corridor and east (Michigan Avenue) entrance.

All terra cotta wall and plaster ceiling finish is ornamented with classical motifs. According to original drawings, plaster anthemion at the frieze were painted a contrasting color to match a stencil painted on the main beams of the skylight. Original brass light fixtures remain on the piers.

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

For HCERS use only

received

date entered

Continuation sheet

Item number 7

Page 3

Elaborate original brass standing chandeliers add height to the newel posts. A central metal railing has been added to the stair, and a metal gate at the top bars entry to the mezzanine. This level originally contained shops, and wood and glass partitions remain although they have been painted. The originally open areas on either side of the stairs are enclosed with wood and glass partitions for office space. Plaster coffered ceilings and terra cotta wall finish remain in good condition at this level.

Little remains of the original interior finish above the first floor. Standard floor plans included offices on either side of a corridor. Those on the interior were lit from the central light court which is faced in white enamel brick with subtly ornamented white terra cotta lintels and plain sills. Original interior finish was white marble and mahogany. High marble wainscots and floors remain on the 14th floor in poor condition. Gray marble surrounds the elevators on all floors.

The north wall of the building originally had twelve elevators with bronze grilles on the first floor. A fire stair within the elevator bank was open at this level. The basic configuration remains, although equipment has been replaced and the fire stair enclosed.

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

For HCRS use only

received

date entered

Continuation sheet

Item number 7

Page 4

NOTES

1. Randall, Frank A., History of the Development of Building Construction in Chicago (University of Illinois Press, 1949), p.222; "History of the Railway Exchange Building", prepared by F. B. Baldwin from the Minutes of Directors and Stockholders of Standard Office Building Corporation for Ernest Marsh, Vice President for Finance, Santa Fe Company in June 1952, p.1-2. In the files of Santa Fe Industries. All technical information and measurements in the description are from these sources unless otherwise noted.
2. Condit, Carl, The Chicago School of Architecture (Chicago: The University of Chicago Press, 1964) compares this element of the facade to Sullivan's Wainwright building in St. Louis, p.113.

8. Significance

| Period | Areas of Significance—Check and justify below | | | |
|---|--|---|---|--|
| <input type="checkbox"/> prehistoric | <input type="checkbox"/> archeology-prehistoric | <input type="checkbox"/> community planning | <input type="checkbox"/> landscape architecture | <input type="checkbox"/> religion |
| <input type="checkbox"/> 1400-1499 | <input type="checkbox"/> archeology-historic | <input type="checkbox"/> conservation | <input type="checkbox"/> law | <input type="checkbox"/> science |
| <input type="checkbox"/> 1500-1599 | <input type="checkbox"/> agriculture | <input type="checkbox"/> economics | <input type="checkbox"/> literature | <input type="checkbox"/> sculpture |
| <input type="checkbox"/> 1600-1699 | <input checked="" type="checkbox"/> architecture | <input type="checkbox"/> education | <input type="checkbox"/> military | <input type="checkbox"/> social/ humanitarian |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> art | <input type="checkbox"/> engineering | <input type="checkbox"/> music | <input type="checkbox"/> theater |
| <input type="checkbox"/> 1800-1899 | <input checked="" type="checkbox"/> commerce | <input type="checkbox"/> exploration/settlement | <input type="checkbox"/> philosophy | <input type="checkbox"/> transportation |
| <input checked="" type="checkbox"/> 1900- | <input type="checkbox"/> communications | <input type="checkbox"/> industry | <input type="checkbox"/> politics/government | <input type="checkbox"/> other (specify) |
| | | <input type="checkbox"/> invention | | |

Specific dates 1903 **Builder/Architect** D. H. Burnham & Company

Statement of Significance (in one paragraph)

The Railway Exchange Building is an outstanding Chicago example of the early twentieth century tall commercial buildings designed by the firm of D. H. Burnham and Company, combining the Chicago School aesthetic and plan with a unique classicized white terra cotta finish. The building, which has been the continuous home of Santa Fe Industries, its subsidiaries and predecessor companies, was constructed by a corporation which included several railroads and had Burnham as its principle stockholder. It housed the offices of Burnham and Company, and its successor firm, and was the site of the preparation of Burnham's 1909 Chicago Plan. The Railway Exchange was the tallest building on South Michigan Avenue at the time of its construction, and remains a prominent element of the impressive Michigan Avenue facade.

D. H. Burnham & Company, the successor firm to Burnham & Root, existed from Root's death in 1891 to Burnham's death in 1912. Burnham's biographer, Thomas S. Hines, divides D. H. Burnham & Company's buildings into three stylistic groupings: those "that fitted residually under the historic rubric of the Chicago School"; those "in the White City tradition", which include banks and public buildings with classical or Beaux Arts Renaissance motifs; and structures that combine the first and second types by draping the basic Chicago frame of tall commercial structures with heavier, more traditional facades.¹ The Railway Exchange belongs primarily to the first grouping. Its clear expression of the steel frame; use of extensive areas of glass, projecting bays and a central court to allow maximum interior light; facade division according to the formula of base, shaft and entablature; and minimal dependence on historical forms place it in the tradition of the late nineteenth century Chicago School. Hines calls the Railway Exchange one of Burnham's "best and most solid creations".²

D. H. Burnham & Company designed relatively few tall commercial buildings for construction in Chicago during the first decade of the century. The three which survive the Loop are the Railway Exchange, the Heyworth at 29 East Madison (1903) and the Edison at Adams and Clark (1905). Of these, the Railway Exchange is the most distinctive in ornament and innovative use of materials. Other tall buildings designed by the firm between 1894 (the year after the World's Columbian Exposition) and 1912, when Burnham died, which survive in Chicago are the Reliance, 32 North State (1894) the Fisher, 343 South Dearborn (1895), the Silversmith, 10 South Wabash (1896), the People's Gas (1910-12) and the Insurance Exchange, 175 West Jackson (1912).³

(see continuation sheets)

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

For HCRS use only

received

date entered

Continuation sheet

Item number 8

Page 1

While the Railway Exchange is grouped with Chicago School structures of the late 19th century, its facade shows the influences of the firm's other stylistic groupings. Carl Condit contrasts the Railway Exchange with the earlier Reliance Building, which he calls a "triumph of the structuralist and functionalist approach of the Chicago School". In the later structure

The precision and openness of the Reliance Building were sacrificed for the gently undulating wall of terra cotta and glass in which the extremely restrained and delicate ornamental bands subtly enhance the pleasing sense of movement.⁴

Comparison to the firm's 1895 Fisher Building, a classic of the Chicago School, reveals further similarities and differences between the Railway Exchange and its predecessors. While the two are similar in their alternating projecting and flush bays, they differ in the style of ornament. In the Railway Exchange, the architect chose to replace the Fisher's gothic ornament with the distinctly classical motifs. The figures between the rounded openings at the top story; the greek fret bands on the spandrels; antefixae at the cornice; and lobby ornament combine the favored idiom of the World's Columbian Exposition and Burnham's other classical structures with the more functional skyscraper aesthetic.

The glistening white terra cotta facade and lobby, which are also reminiscent of the idealized "White City", have practical and aesthetic implications. The white glazed material which sheathes the building was produced by the Northwestern Terra Cotta Company. Herbert Croly, in a series of four 1905-06 articles on the use and advantages of terra cotta, referred to the Railway Exchange as one of the most successful examples of skyscraper design in which ". . . terra cotta has been applied in a way that is extremely idiomatic and highly appropriate."⁵ In 1905, a critic writing in Architectural Record praised Burnham for selecting the white glazed material, which he found "perfect for the smoky atmosphere of Chicago".⁶ A caption for a 1907 photograph of the building in the Brickbuilder also noted the benefit of using a material which could be easily cleaned. It described

An enamel finish Terra Cotta "Skyscraper" being given its annual bath. There are about 200,000 square feet of exterior surface which is washed every spring at a cost of \$1,000.⁷

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

For HCRS use only

received

date entered

Continuation sheet

Item number 8

Page 2

The terra cotta finish in the central lobby court is as dramatic as the enameled facade. According to Sharon Darling's essay on architectural terra cotta, this was an innovative use of the material, which had not previously been found in interior wall finish. Appropriately, the Northwestern Terra Cotta Company chose the Railway Exchange to illustrate their own promotional literature and to house their elaborately decorated downtown office.⁸

The interior lighting and ventilation afforded by the light court plan was enhanced by the use of the white ornament in the lobby and white enamel brick on the upper interior walls. A promotional brochure published while the structure was being constructed asserted "the Court will be open at the top and the interior walls finished in white enamel brick, thus insuring excellent light and ventilation of the inside offices".⁹ The interior court plan followed the scheme of Burnham and Root's 1886 Rookery at 29 South LaSalle, which was also used in the 1890-92 Masonic and Women's Temple buildings. That the Railway Exchange was directly based on the precedent of the Rookery is clear from instructions to the architect to prepare plans for a building which would "be equal in construction and arrangement to the Rookery".¹⁰

It was no coincidence that Burnham's firm moved its offices from the Rookery to the Railway Exchange in 1904. Planning for the construction of the latter was initiated in 1902, when E. A. Ripley, President of the Santa Fe Railway Company, asked Burnham "to see what he could do in the way of finding quarters for us at low rent . . ."¹¹ This request resulted in a scheme for a building which would house the Santa Fe, the Milwaukee and the Alton Railroads as well as the architect's office. In return for \$250,000 of the stock in the Standard Office Company, the corporation which built the structure, Burnham made "only the customary charge for his services", and was allowed an entire floor at the same rental as the railroads. The shares held by Burnham and his principal partner E. R. Graham represented the greatest single shareholding in the Standard Office Company.¹²

Hines, echoing Louis Sullivan's characterization of Burnham, notes the capitalist nature of the firm of D. H. Burnham and Company, in internal organization, large modern scale, and architectural style.¹³ The Railway Exchange was a corporate venture which represented an investment for Burnham, housed the firm and united railroad companies in one building, combining

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

For HCRS use only

received

date entered

Continuation sheet

Item number 8

Page 3

expressions of the architectural firm's business character and stylistic development. Burnham's family sold its last shares in the Standard Office Company to Santa Fe in 1952. This railroad became the sole shareholder of this corporation in 1955.¹⁴

In 1904, the Railway Exchange was the tallest structure on South Michigan Avenue. In planning the building the President of the Santa Fe Company noted that

the only thing that makes this scheme possible is the cheap ground rent. We are breaking away from the congested office center and going to a locality better for our purposes but which has never before been used for offices with the exception of the Pullman Building. . .¹⁵

The structure replaced Kadish's Natatorium, which stood on the corner, and the Palmer House stables, which occupied the northern 55 feet of the site and 65 feet of the Orchestra Hall site.¹⁶ This northern neighbor of the Railway Exchange was erected in 1905 according to Burnham's design and with his financial aid.¹⁷ The People's Gas Building, another Burnham structure, which was more consistent with the pattern of large-scale development on the Avenue, and which, with its heavy classical facade exemplified D. H. Burnham and Company's later buildings, was constructed one block north in 1912.¹⁸

Precedent-setting for Michigan Avenue development, the Railway Exchange was an appropriate site for the creation of Burnham's 1909 Plan of Chicago. Burnham's office was moved to the northeast corner of the 14th floor of the building in 1904. Hines notes that the new office was a "natural observation deck" for the activities of Michigan Avenue and Grant Park. According to this biographer, Edward Bennett, co-author of the plan, "directed a staff of draftsmen and artists in the workroom penthouse atop the Railway Exchange".¹⁹

The Railway Exchange, a prominent anchor of the South Michigan Avenue, stands opposite Grant Park, which was one of the most successfully realized elements of Burnham's 1909 Plan. The structure visually links the commercial growth of the City with the landscaped lakefront, expressing Burnham's idealized vision of a city which merged beauty with prosperity. Exemplifying the architectural work of Daniel H. Burnham and Company, and symbolic of his plan and goals for Chicago, the Railway Exchange is a major visual and historical landmark on one of the City's grandest thoroughfares.

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places
Inventory—Nomination Form

For HCERS use only

received

date entered

Continuation sheet

Item number 8

Page 4

NOTES

1. Hines, Thomas S., Burnham of Chicago, (Chicago: University of Chicago Press 1974), p.272-3.
2. Ibid., p.272
3. See list of commissions in Hines, Appendix A, p.378-80.
4. Condit, Carl, The Chicago School of Architecture, (Chicago: University of Chicago Press, 1964), p.113.
5. Croly, Herbert, Architectural Record, Vol. 19, 1906, pp.73-81. See also Vol. 18, July 1905, p.986-94, October 1905, p.315-23; Vol. 19, April 1906, p.313-23.
6. "Rationalizing the Skyscraper", Architectural Record, Vol. 17, May 1905, p.422-24.
7. Brick Builder, Vol. 16, No. 7, July 1907
8. Darling, Sharon, Chicago Ceramics and Glass: An Illustrated History from 1871 to 1933 (Chicago: CHS, 1980); Shop drawings of terra cotta and records of Northwestern Terra Cotta Co. are in collection of Mertes Contracting Corp., 1616 North Hoyne Avenue, Chicago (not available for viewing for this research).
9. Pamphlet, Chicago Historical Society, ca. 1903
10. "History of the Railway Exchange Building", prepared by F. B. Baldwin from the Minutes of Directors and Stockholders of Standard Office Building Corporation for Ernest Marsh, Vice President for Finance, Santa Fe Railway Company, in June 1952. In the files of Santa Fe Industries.

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

For HCRS use only

received

date entered

Continuation sheet

Item number 8

Page 5

11. Letter from E. A. Ripley, President of Santa Fe Railway Company, to Victor Morawetz, Chairman of the Executive Committee, dated October 4, 1902 (transcribed, files of Santa Fe Industries).
12. Ibid, "History. . ."; original corporation certificate, files of Santa Fe Industries.
13. Hines, Chapter 13, "The Architecture Capitalism".
14. Ripley letter, "History. . ."
15. Ripley letter
16. Randall, Frank A., History of the Development of Building Construction in Chicago, (University of Illinois Press, 1949), p.202.
17. Moore, Charles, Daniel H. Burnham: Architect, Planner of Cities, Boston: Houghton Mifflin Co., 1921, p.59, Vol.I
18. Hines, p.289,291.
19. Hines, p.321; Original drawings of D. H. Burnham & Co., Burnham Library, Art Institute of Chicago; Chicago City Directories 1904-07.

9. Major Bibliographical References

See continuation sheet.

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____ Quadrangle scale _____

UMT References

| | | | | | | | |
|---|----------------------|----------------------|----------------------|---|----------------------|----------------------|----------------------|
| A | <input type="text"/> | <input type="text"/> | <input type="text"/> | B | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| | Zone | Easting | Northing | | Zone | Easting | Northing |
| C | <input type="text"/> | <input type="text"/> | <input type="text"/> | D | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| E | <input type="text"/> | <input type="text"/> | <input type="text"/> | F | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| G | <input type="text"/> | <input type="text"/> | <input type="text"/> | H | <input type="text"/> | <input type="text"/> | <input type="text"/> |

Verbal boundary description and justification THE SOUTH 15 FEET OF LOT 5 AND SUB LOTS 1 AND 2 OF LOT 8 AND ALL OF LOT 9 IN BLOCK 5 IN FRACTIONAL SECTION 15, ADDITION TO CHICAGO IN THE WEST 1/2 OF THE NORTH WEST 1/4 OF SECTION 15, TOWNSHIP 39 NORTH, RANGE 14 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

List all states and counties for properties overlapping state or county boundaries

| state | code | county | code |
|-------|------|--------|------|
| | | | |
| state | code | county | code |

11. Form Prepared By

name/title Landmarks Preservation Council of Illinois & Santa Fe Industries, Inc.

organization 407 South Dearborn/ date October, 1981

street & number 224 South Michigan Avenue telephone 312/922-1742

city or town Chicago state Illinois

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State historic Preservation Officer signature _____

| | |
|--|------|
| title | date |
| For HCRS use only | |
| I hereby certify that this property is included in the National Register | |
| | date |
| Keeper of the National Register | |
| Attest: | date |
| Chief of Registration | |

United States Department of the Interior
Heritage Conservation and Recreation Service
National Register of Historic Places
Inventory—Nomination Form

For HCRS use only

received

date entered

Continuation sheet

Item number 9

Page 1

The Architectural Work of Graham, Anderson, Probst and White and Their Predecessors, D. H. Burnham & Co. and Graham, Burnham & Co., London: B. T. Batsford, privately published, 1933. Vol. II, plates 364-382.

The Brickbuilder, Vol. 16, No. 7, July 1907, p.130.

Condit, Carl. The Chicago School of Architecture: A History of Commercial and Public Building in the Chicago Area, 1875-1925. Chicago: University of Chicago Press, 1964.

D. H. Burnham & Co., Original architectural drawings, Railway Exchange. Burnham Library, Art Institute of Chicago.

Croly, Herbert, "The Use of Terra Cotta in the U.S.: How it has Increased:", Architectural Record. Vol. 18, July 1905, p.86-94; and following articles in Vol. 18, October 1905, p.315-23; Vol. 19, January 1906, pp.73-81 and April 1906, p.313-23.

Darling, Sharon. Chicago Ceramics and Glass: An Illustrated History from 1871 to 1933. (Chicago: Chicago Historical Society, 1979); pp.161-204.

Hines, Thomas S. Burnham of Chicago: Architect and Planner. Chicago: University of Chicago Press, 1974.

"History of the Railway Exchange Building", prepared by F. B. Baldwin from the Minutes of Directors and Stockholders of Standard Office Building Corporation for Ernest Marsh, Vice President for Finance, Santa Fe Company in June 1952. In the files of Santa Fe Industries. Files of Santa Fe Industries also contain letters, etc. (see notes for Significance, Section 8).

Moore, Charles. Daniel H. Burnham: Architect, Planner of Cities. Boston: Houghton Mifflin Co., 1921.

"Railway Exchange", promotional pamphlet, ca. 1903. In the collection of the Chicago Historical Society.

Randall, Frank A. History of the Development of Building Construction in Chicago. Chicago: University of Illinois Press, 1949.

"Rationalizing the Skyscraper", Architectural Record, Vol. 17, May 1905, pp.422-24.

COLORADO, Mesa County, Clifton, Clifton Community Center and Church, F and Main St. (06/03/82)
COLORADO, Montrose County, Montrose, Denver and Rio Grande Depot, 20 N. Rio Grande Ave. (06/03/82)

COLORADO, Montrose County, Montrose, Montrose City Hall, 433 S. 1st St. (06/03/82)
COLORADO, Morgan County, Brush, All Saints Church of Eben Ezer, 120 Hospital Rd. (06/03/82)
COLORADO, Pueblo County, Pueblo, Galligan House, 501 Colorado Ave. (06/03/82)
COLORADO, Pueblo County, Pueblo, Gast Mansion, 1801 Greenwood St. (06/03/82)

CONNECTICUT, Fairfield County, Bridgeport, Division Street Historic District, Roughly bounded by State St., Iranistan, Black Rock and West Aves. (06/03/82)
CONNECTICUT, New London County, New London, Woodworth, Nathan A., House, 28 Channing St. (06/01/82)
CONNECTICUT, Fairfield County, Newton, New York Belting and Packing Co., 45—71 and 79—89 Glen Rd. (06/02/82)

DELAWARE, Kent County, Milford vicinity, Archeological Site No. 7K-F-4 and 23, (06/03/82)

GEORGIA, Coweta County, Newnan, Northwest Newnan Residential Historic District, Roughly bounded by RR tracks, Jefferson, Cavender, Duncan, and Browns Sts. (05/28/82)

IDAHO, Bannock County, Pocatello, Pocatello Historic District, Roughly bounded by RR tracks, W. Fremont, W. Bonneville and Garfield Sts. (06/03/82)

ILLINOIS, Adams County, Quincy, Newcomb, Richard F., House, 1601 Maine St. (06/03/82)
ILLINOIS, Coles County, Oakland, Rutherford, Dr. Hiram. House and Office, 14 S. Pike St. (06/03/82)
ILLINOIS, Cook County, Chicago Heights, Bloom Township High School, 10th St., Dixie Hwy. and Chicago Heights St. (06/03/82)
ILLINOIS, Cook County, Chicago, Railway Exchange Building, 88 S. Jackson St. and 224 S. Michigan Ave. (06/03/82)

ILLINOIS, Cook County, Chicago, Warner, Seth, House, 631 N. Central Ave. (06/03/82)
ILLINOIS, DuPage County, West Chicago vicinity, McAuley School District No. 27, Roosevelt Rd. (06/03/82)

ILLINOIS, Kane County, Aurora, Hotel Aurora, 2 N. Stolp Ave. (06/03/82)
ILLINOIS, Kankakee County, Kankakee, Swanwick, Charles E., House, 901 S. Chicago (06/03/82)
ILLINOIS, McHenry County, McHenry, County House, 3803 Waukegan (06/03/82)
ILLINOIS, Randolph County, Sparta, Sparta Historic District, S. St. Louis, W. 3rd and S. James Sts. (06/03/82)

ILLINOIS, Rock Island County, Rock Island, Rock Island Lines Passenger Station, 3029 5th Ave. (06/03/82)

ILLINOIS, Sangamon County, Springfield, Boult, H. P., House, 1123 S. 2nd St. (06/03/82)
ILLINOIS, Whiteside County, Tampico, Main Street Historic District, S. Main St. (06/03/82)

INDIANA, Allen County, Fort Wayne, Bass, John H., Mansion (Brookside) 2701 Spring St. (06/02/82)
INDIANA, Marion County, Indianapolis, Lombard Building, 22—28 E. Washington St. (06/01/82)
INDIANA, Marion County, Indianapolis, Thompson, William N., House, 4343 N. Meridian St. (06/01/82)

KENTUCKY, Fayette County, Lexington vicinity, McCann, Benjamin, House (Castlelawn), Old Richmond Pike (06/03/82)
KENTUCKY, Fayette County, Lexington vicinity, McCann, Neal, House, 5364 Todds Rd. (06/03/82)
KENTUCKY, Greenup County, Greenup vicinity, Stuart, Jesse, House, Stuarts Lane off W-Hollow Rd. (06/01/82)
KENTUCKY, Woodford County, Archeological Site 15-Wd-61, (06/02/82)

LOUISIANA, Evangeline County, Ville Platte, Dardeau Building, 224 W. Main (06/01/82)